

Louisville Air Traffic Control Tower and Air Methods Corporation

LETTER OF AGREEMENT

EFFECTIVE: June 15, 2011

REVISED: Dec. 11, 2018

SUBJECT: Local Area Helicopter Operating Procedures

1. PURPOSE: To define operational procedures, holding/reporting points and special visual flight rule (SVFR) routes and local call signs.

2. CANCELLATION: This letter cancels the Louisville Air Traffic Control Tower and Air Methods Corporation Letter of Agreement (LOA) dated December 2, 2008.

3. SCOPE: The operational areas and holding/reporting points are depicted on attachment "A". Street descriptions for the holding/reporting points are depicted on attachment "B". Flights conducted under this agreement shall be conducted under visual flight rules (VFR) or Special VFR (SVFR) as appropriate.

4. RESPONSIBILITIES: Air Methods Corporation (AMC) aircraft shall use the provisions outlined in this letter while operating within the Louisville Approach Control Airspace, and the Class C and D areas contained therein.

5. PROCEDURES:

a. General:

- (1) Pilots shall obtain a clearance from Louisville ATCT to enter any area within the Louisville Class "C" Surface Area.
- (2) Two-way communications shall be maintained at all times while operating via this letter.
- (3) The operator shall request approval for any deviation from these procedures or advise of a change in aircraft identification prior to departure.
- (4) When the reported weather for the Louisville Class C surface area indicates VFR, pilots shall remain at least 1/2 mile east or west of the arrival/departure corridors as instructed by Louisville ATCT.
- (5) If unable to contact Louisville Tower on frequency 124.2 prior to departure and the Class C surface area is reported VFR, the pilot shall depart on a heading to expeditiously clear the Class C surface area and/or the runways one seven left and right (RWY 17L/17R) arrival corridors. The pilot shall contact Louisville Tower as soon as possible for further clearance.
- (6) JFK1, Kentucky 6, Kentucky 7, Kentucky 8, Kentucky 11 and Kentucky 12 (see section 5. below) will be considered lifeguard missions unless Louisville ATCT is advised otherwise.

b. **Altitudes:** All operations shall be conducted at or below an altitude of 2,500 ft. mean sea level (MSL). If the pilot needs to operate at a higher altitude, they shall advise Louisville Tower or Approach Control.

c. **SVFR Operations:**

(1) Pilots shall obtain a SVFR clearance to enter Louisville Class C surface area from Louisville Tower. If unable to contact Louisville Tower prior to departure, weather permitting, the pilot shall depart VFR and maintain VFR northbound towards the Ohio River and contact Louisville Tower as soon as possible for SVFR clearance. SVFR clearance into Bowman's Class D area shall be obtained from Louisville Approach.

(2) In Louisville's Class C surface area pilots shall remain at least one mile east or west of the arrival/departure corridor as instructed by Louisville ATCT. Transitioning these corridors may be approved as traffic permits. See attachment A for commonly requested points for transition and holding.

(3) The following alternate separation minima shall be used for SVFR helicopters:

(a) Between a SVFR helicopter and an arriving or departing IFR aircraft:

1. ½ mile, if the IFR aircraft is less than 1 mile from the landing airport.

2. 1 mile, if the IFR aircraft is 1 mile or more from the airport.

(b) 1 mile between SVFR helicopters. This separation may be reduced to 200 feet if:

1. The tower can determine this separation by reference to surface markings; or

2. One of the departing helicopters is instructed to remain at least 200 feet from the other.

(4) SVFR helicopters shall maintain visual reference to the surface at all times.

d. **IFR Operations:**

(1) **Departures:**

(a) LN135LC, LN485UH, LN132LN, LN344AM, LN151LN, LN78NC, or LN365CH shall contact Louisville Tower on frequency 124.2 prior to departure for an IFR clearance. If unable to contact Louisville Tower by radio prior to departure, weather permitting, LN135LC, LN485UH, LN132LN, LN344AM, LN151LN, LN78NC, or LN365CH shall depart VFR and maintain VFR northbound, until reaching the Ohio River and contact Louisville Tower on 124.2 as soon as possible for IFR clearance.

NOTE- LN135LC, LN485UH, LN132LN, LN344AM, LN151LN, LN78NC, or LN365CH shall be given IFR clearance to allow a climb and turn towards destination as soon as possible. While clearing and remaining clear of Class C and D surface areas, LN135LC, LN485UH, LN132LN, LN344AM, LN151LN, LN78NC, or LN365CH may need to follow roads or the Ohio River to ensure obstacle clearance while maintaining VFR.

(b) If necessary, LN135LC, LN485UH, LN132LN, LN344AM, LN151LN, LN78NC, or LN365CH may contact Louisville Watch Supervisor by phone at 502-375-7440 for IFR clearance. The Watch Supervisor shall issue the IFR clearance, departure frequency and void time.

(2) Arrivals: LN135LC, LN485UH, LN132LN, LN344AM, LN151LN, LN78NC, or LN365CH will advise Louisville Approach when an instrument approach is needed.

6. AIRCRAFT CALL SIGNS:

a. Aircraft call signs, transponder codes, registration numbers and SDF ARTS designators for AMC Helicopters are:


Aircraft Call Sign	Transponder Code	Registration Number	SDF ARTS Designator
"JFK One"	0126	N78NC	JFK1
"Kentucky Six"	0121	N135LC	KY6
"Kentucky Seven"	0111	N485UH	KY7
"Kentucky Eight"	0103	N132LN	KY8
"Kentucky Eleven"	0117	N344AM	KY11
"Kentucky Twelve"	0163	N151LN	KY12


b. Federal Communications Commission (FCC) Regulations (87.115) are followed in use of local call signs.

c. Local call signs are to be used only for communications within Louisville Approach Control airspace for local VFR/SVFR operations. Local call signs **shall not** be used for filing flight plans leaving Louisville Approach Control Airspace.

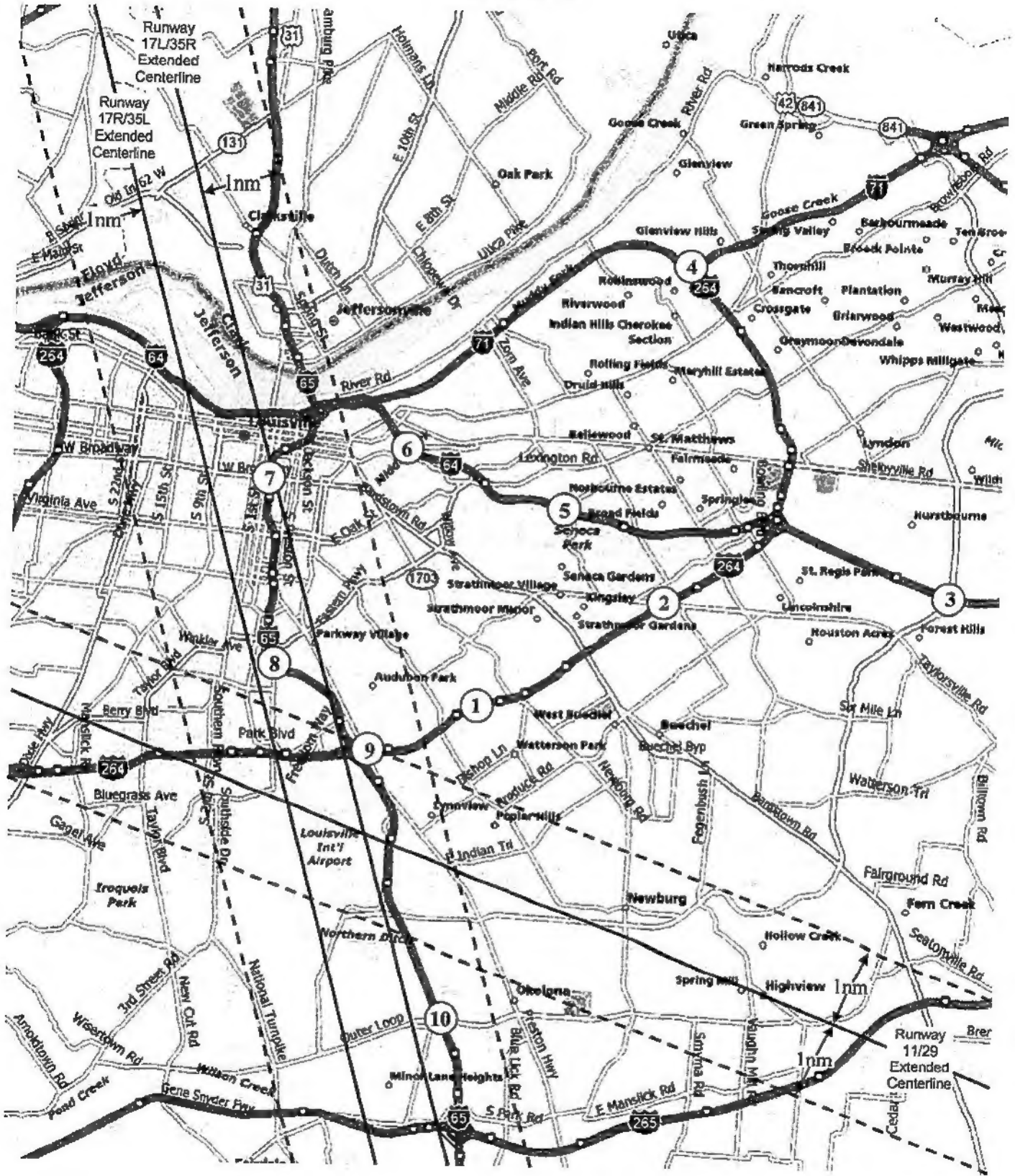
Note- Helicopter "N" numbers are used for filing IFR flight plans or for flights outside of SDF airspace. Add the prefix "L" when appropriate.

7. ATTACHMENTS: Attachment "A" depicts holding/reporting points and areas of operation. Attachment "B" depicts the street descriptions of the holding/reporting points.


Air Traffic Manager
Louisville Standiford Tower


Area Aviation Manager
Air Methods Corporation

Attachment "A"



Holding/Reporting Point Description

1. I-264 east of Poplar Level & west of Newburg
2. Taylorsville Road & I-264
3. Hurstbourne Lane & I-64
4. I-71 & I-264
5. I-64 west of Bowman
6. Payne Street & I-64
7. Broadway & I-65
8. Crittenden Drive & I-65
9. Preston & I-264
10. Outer Loop & I-65